MOTOR RACING

Vol. 3—No. 18 (Published Bi-weekly except last issue of calendar year Culver City, Calif. 15c © 44 June 27-July 4, 1958

HILL-GENDEBIEN TRIUMPH AT LE MANS; 1 KILLED; KESSLER, CHAMBERLAIN HURT

See Page 1

FRENCH LOVELIES get last-minute instructions from Johnny Green for judging finals of the Renault Teacup Derby, set for Sunday, June 29, 10 a.m., at Gardena Stadium, 139th and Western Ave. Area winners from California, Arizona, Nevada and Utah compete for the all-expense Polar Flight roundtrips to Paris. Entrants have been vying to see how far they can drive a Renault Dauphine on one teacup (exactly 4 ounces) of gasoline. The Renault dealer sponsoring the winner also earns a Paris trip. The winner does not get one of the girls.

GINTHER IN LAGUNA SECA ROUT!

See Page 1

MOTOR RACING

June 27-July 4, 1958

Vol. 3—No. 18 Culver City, Calif.—Price 15c

(Published Bi-Weekly)

MotoRacing Changes

Effective this issue, Gus V. Vignolle becomes editor and publisher of MOTORACING.

Withdrawing from the publication are Maury Powell, former co-publisher and variously managing editor and business manager, and Bill Harmer, display advertising and staff artist.

Powell, top sports and racing publicist, goes back into this field of work. He can be reached at CUmberland 3-2905.

Harmer leaves to devote full time to Crest Advertising, which he heads, and to a publication he plans, "The Snooper." His phone: HOllywood 3-8287.

In charge of display advertising will be W. R. C. Shedenhelm, who also will continue to write his popular column, "Slightly Modified."

Hill-Gendebien Win 24-Hour Le Mans Classic; One Killed

By Special Correspondent

LE MANS, France, June 22—Phil Hill, Santa Monica, Calif., teamed with Belgium's Olivier Gendebien to win the Le Mans 24-hour endurance classic here today, driving a 3-liter Ferrari. They averaged 106.14mph over the 8.36-mile course which was slickened by rain for all but the first 4 hours. It also rained during the night before the start.

German-built Porsches proved the big surprise as they hauled down 3rd, 4th and 5th laurels behind the Aston-Martin piloted by Britishers Peter and Graham Whitehead. Third went to Jean Behra, France, and Hans Hermann, Germany; 4th to Edgar Barth, Germany, and Paul Frere, Belgium; 5th to Karl Godin de Beaufort and Herbert Linge, Holland.

Two California drivers—Bruce Kessler, Beverly Hills, and Jay Chamberlain, Burbank — sustained minor injuries in separate mishaps. Kessler's Ferrari collided with a Jaguar driven by Jean (Mary) Brousselet, the latter plowing into a retaining wall and the car bursting into flames. He died in the hospital.

After just 7 hours, 21 of the 55 starters had been sidelined, 14 going out inside the first 4 hours.

Chamberlain skidded when entering the turn beyond the grandstand chute and his Lotus mount virtually disintegrated as it struck the retaining wall.

Hill and Gendebien were leading by the time the halfway

(Continued on Page 2, Col. 1)

MOTOR RACING

has moved its editorial and business office to 3862 Westwood Blvd., Culver City, Calif. The new mailing address is P. O. Box 1127, Culver City, Calif. The new phone number is HOllywood 4-1557. Please change your records accordingly.

MOTORACING Photo

PHIL HILL

He and Gendebien Score

Le Mans Crackups

Chamberlain and Kessler Injured

The death of Jean (Mary) Brousselet, French driver, and minor injuries to two Southern Californians marred last week's 24-Hour classic at Le Mans, France.

Injured were Bruce Kessler, Beverly Hills, co-driving a Ferrari with Dan Gurney, Riverside, and Jay Chamberlain, Burbank, co-driving a Lotus with Pete Lovely, Seattle.

Bruce's mother, Mrs. Nina Kessler, phoned him at the Le Mans hospital last Sunday and learned he had suffered a bruised chest and banged-up ribs. X-rays showed no breaks.

She left for Paris to seek his transfer to the American Hospital in Paris, then to bring him home.

Elmer Symington phoned Chamberlain's wife, Beverly, at Le Mans and learned that he sustained superficial injuries. X-rays did not show any breaks. He was due to leave the Le Mans hospital in a few days.

Jay also was painfully injured in a crash at Reims last summer.

MILLE MIGLIA TAKES 2 LIVES

BRESCIA, Italy, June 21—Two 30-year-old Italian drivers were killed during the Mille Miglia's watered-down auto race when their Alfa Romeo mount slithered off the road on a slippery curve at Caino today. They were Guido Zernieri and Luigi Mora, brothers-in-law. Mora had married Zernieri's sister recently.

Winner was Luigi Tarramazzo in a 3-liter Ferrari.

Ho Hum—Hansgen At Elkhart Lake

ELKHART LAKE, Wis., June 22—Same old story here today at Road America during the SCCA International June Sprints. It was Walt Hansgen, Westfield, N. J., and Ed Crawford, Chicago, Ill., in those hot-running Lister-Jags.

• Vignettes

By Gus V. Vignolle

REPORT FANGIO'S FINALE AT GERMAN GP AUG. 3

"One ought, every day at least, to hear a little song, read a good poem, see a fine picture, and, if it were possible, to speak a few reasonable words."—GOETHE.

MOTORACING COLUMNIST **W. Robert Nitske,** now touring Europe, sends a hot flash. He says he has it on "excellent authority" that **Juan Manuel Fangio,** the fabulous five-time world's road racing champion, will retire from racing after the German Grand Prix at Nurburgring Aug. 3.

He will drive a Maserati which was being built when Nitske visited the Modena factory. **Masten Gregory** tested the car earlier this month at the Ring.

This is a little in conflict with what Fangio told his good friend, **Dr. Vincente Alvarez** of Buenos Aires, when he left Indianapolis recently. He said he'd be back to Indy in 1959, possibly with his own car.

Personally, I seriously doubt this. Fangio was 47 last Tuesday, has cleaned up in road racing all over the world (Sebring in the U. S.) is loaded financially with varied interests in his native Argentina, and his wife has been after him to quit.

"From all I could learn at Spa, Belgium, Maserati will enter

(Continued on Page 3, Cols. 1-2)

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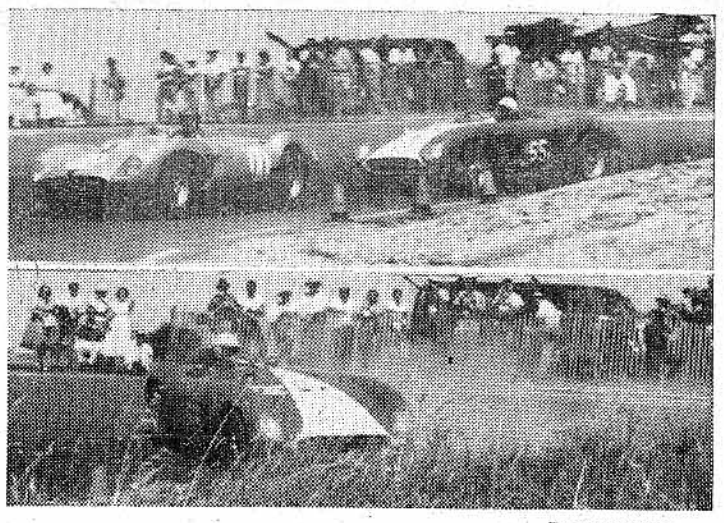

—Ron Ferreira

RICHIE GINTHER leads Sam Weiss in battle of Ferrari Testa Rossas (top photo) at Laguna Seca course. It was hectic in early going, with lead changing hands several times. Weiss finally spun out twice (lower photo) and Richie triumphed.

Ginther Cleans Up at Laguna Seca

By TOM WILSON

Motoracing Staff Correspondent

MONTEREY, Calif., June 15.—Southern California drivers won the two main events at the Laguna Seca Road Races this weekend. Richie Ginther had things much his own way in the big-bore modified race, after he had disposed of the threat of Sam Weiss during the early laps.

The two Ferrari Testa Rossas traded the lead several times in the early laps but after Weiss had spun out twice, it was only a question of Ginther winning as he pleased.

Jack McAfee took the second spot in Stan Sugarman's Cooper-Porsche and was followed by Lance Reventlow in the class E

Charts and Summaries — Page 5

Maserati. Charley Howard's Maserati 200S **put three class E cars among the four leaders and showed that the big-bore cars are at a disadvantage on the short, tricky Laguna Seca course.**

The consensus was that Weiss drove over his head in trying to catch Ginther (the race recalled their fantastic duel several years ago at Buchanan Field). He was black-flagged after the spinouts.

McAfee continued his winning ways by lapping the field in the under-1500cc modified race. When Eldon Beagle's RS Porsche visited the pits in the second lap and Bill Love's Willment did likewise on the 8th lap, the main threats to McAfee's RS Porsche were eliminated and Jack had the race in the bag. Jack Stevenson and Jack West finished 2-3 in 550 Spyders to demonstrate the Spyder supremacy in the modified small-bore races. Paul Nau remains on top of the Class G drivers when he drove his Lotus for another class win. Jim Lowe and Dan Hernandez finished in order named to complete the Lotus sweep in Class G.

One of the featured races was the Class H modified race. This class featured 14 modified specials and was one of the most hotly-contested and exciting races on the program. Bill Beck, driving the Chalmers Hall Crosley "Little Digger," started from the rear of the grid and finally, on the blue flag lap, worked his way to the front and won by a narrow margin. After being sidelined on Saturday with a fire in the engine room, the boys worked through the night and "Little Digger" was a going machine in the feature Class H race. Bill Wood, in a Deutch-Bonnet, led for most of the race but was finally caught. Bill Molle was third in another Panhard Special.

MOTORACING Photo

JACK McAFEE

He Lapped the Field

The nine-race two-day program featured many exciting races but Ginther took the lion's share of the trophies when he also won two production races with the George Reis Ferrari Berlinetta. His only threats were Bill Love's AC Bristol and the Bill Sturgis 300SL which trailed him in the over-1600 production race.

Don Dickey is still the classiest of the under-1600 production drivers and he tooled his GT Carrera to an overall win in that race. R. E. Bellows and Ed Vincent followed in order, to complete the Porsche sweep. In this race, the Alfa Veloces cleaned up the Class G trophies with Jean Kunstle, Willie West and Jack Dalton finishing in the order named.

The race meet was a financial success with an estimate of 35,000 paid spectators. There were no accidents until the last race, when the Formula II Gaylord Special flipped and put Leslie Gaylord, of San Jose, in the hospital with a fractured jaw. The course had been improved considerably since the Nov. race and the times were faster, with fewer spinouts and other course deviations.

The next race in the San Francisco Region will go at the new Vaca Valley Raceway on July 5-6, when an 11-race program will christen the nine-turn, 2.1mile course. This will be a regional race with novice drivers eligible and an entry of 200 drivers expected.

Benefit Races July 4th

A series of pro sports car races will be run at the Orange County Fairgrounds, Santa Ana, July 4. The benefit "Race for Lives" is sponsored by the City of Hope in cooperation with the Triple-R and will feature the top West Coast professional drivers.

The Fairgrounds are located between Santa Ana and Costa Mesa, and can be reached by turning off the Santa Ana Freeway on Bristol Street. Racing, on the 2-mile, 9-turn course will start at noon.

Tickets, at $2 each, may be obtained for the holiday event by writing the "Race For Lives" Committee, P.O. Box 2274, Anaheim, Calif., or may be purchased at the Fairgrounds the day of the race.

Children under 12 will be admitted free when accompanied by their parents.

Slightly *Modified*

BY W. R. C. SHEDENHELM

HAVE YOU seen the membership applications for the Lance Reventlow Fan Club which Geri Fleming has organized? One of the questions on it is "Why do you want to be a Member?" One application came back saying, "Well, I think it's a good idea. seeing that I am Lance Reventlow."

SHEDENHELM

We understand that the membership cards are going to be printed on money.

ALCOHOLIC STORY

Did you hear what happened to the Formula III boys at Laguna Seca? Other than spinning and flipping, we mean. It seems that the SCCA was supposed to supply the cars with methyl alcohol in the same way that they supply the sports cars with gasoline. When the 500s arrived, sure enough, there was a supply of alcohol waiting for them. Denatured rubbing alcohol.

A SIGN OF SOMETHING

There is a sign posted at Competition Motors which reads, simply, "Buy your gal a new imported car before Trujillo does."

The newest car window sticker says, "Help wipe out car window stickers."

FRIGHTFUL ACCIDENT

With the intense vibrations the Formula III cars produce, it frequently happens that the little bombs fall apart on the course. Carburetors shake loose, exhaust pipe flanges unscrew, gears drop out. Laguna Seca was the first race, however, where a Formula III driver fell apart.

Well, sir, you know that Bud Hand has been driving a 500 lately. And you know that Bud has a game leg on which he wears a metal brace. This brace is hinged at the knee, as you would suspect. Sure enough, when Bud pulled into the pits after a very intense race, he lightly stepped out of the car and just about fell on his bazoo. The vibration had spun the knee bolts out of his brace.

At Riverside tech inspection he will be checked for cotter pins and safety wire.

ANYONE FOR DEVONSHIRE?

We went out to the Sports CARnival at Devonshire Downs the other weekend, mostly because we weren't on a full-time basis at MOTORACING and therefore couldn't afford to charter a plane to Laguna Seca. Besides, the Bentley was in the shops having the windscreens tinted mauve. Well, anyway, we finally got out there, which is no easy trick in itself because it's way out there, like almost to Gorman. When we arrived, we thought maybe we were too late, as there were exceedingly few people around, other than the immediate families of the entrants. It seems that the organizers overlooked the fact that this was also the date for Laguna Seca, the Arrowhead Hillclimb, the baseball game and Father's Day. This left only a few of we baseball-hating, poor type bachelors who can't stand Lake Arrowhead.

First we found that they didn't sell beer anyplace in the joint. You can imagine how *that* made us feel. Then we ran out of coffin nails.

"We don't sell ciggies here," the concessionaire snarled at us, insanely jealous of our beard, "they's too many little kids around."

We've yet to figure out what the connection was. Most of the little kids were smoking marijuana anyway.

HILL-GENDEBIEN VICTORS

(Continued from Page 1)

point was reached. They were then trailed by Duncan Hamilton and Ivor Bueb, British aces who won here last year and were trying again for Jaguar but who were ultimately forced out.

The Hill-Gendebien duo negotiated 2547.3 miles, the runners-up 2447.3 and the 3rd-place Porsche 2427.9 miles.

Among non-finishers in the 26th annual classic were Carroll Shelby, Texas, who fell ill with food poisoning, and Stirling Moss, forced out with engine trouble on the 32nd lap.

Hill, who'd never finished in four previous tries here, predicted victory before the event, intimating he and Gendebien planned a slow, heady start and a fast finish. It worked as 100,000 Frenchman witnessed.

Giamo, Clow Tie For Concours Prize

Official results of the 2nd Annual Sports CARnival Concours D'Elegance at Devonshire Downs June 15, were announced today. The Best-of-Show spot was a tie between Anthony Giamo's 1927 Franklin Sports coupe and Leonard Clow's 1957 Alfa Romeo. The "Cleanest Car" trophy went to John Wedberg's 1931 Ford De Luxe Roadster.

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Gus V. Vignolle ..... Editor and Publisher
W. R. C. Shedenhelm....Advertising
June Vignolle.....Circulation
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Duane and Jerrie Sparks, Myra Jones, W. Robert Nitske, Henry N. Manney III, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Jorge Rosado (Mexico City) .....Staff Writers
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Pacific Coast Race Standings

Major change after the Laguna Seca races in No. Calif. saw Don Dickey, Porsche, move from 3rd to 1st place (small production cars) in the Pacific Coast racing point standings as compiled to date by Eric Hauser.

There were no changes among leaders in the other four classes.

Races so far in '58 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara and Laguna Seca. Points are awarded on a 6-5-4-3-2-1 basis for Saturday and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequalities.

PACIFIC COAST POINT STANDINGS

MODIFIED OVER 1500cc

1.	Richie Ginther	Ferrari	50
2.	John von Neumann	Ferrari	30
3.	Dan Gurney	Ferrari	18
4.	Max Balchowsky	Buick	16
5.	Lance Reventlow	Scarab	14
5.	Bob Oker	Aston-Martin	14
6.	Sam Weiss	Ferrari	12
7.	Carroll Shelby	Maserati	11
7.	Jack McAfee	Porsche-Cooper	11
8.	C. S Howard	Maserati	10

MIDIFIED UNDER 1500cc

1.	Jack McAfee	Porsche	72
2.	Eldon Beagle	Porsche	30
3.	Bob Oker	Willment	27
4.	Joe Playan	Porsche	18
5.	Ken Miles	Porsche	15
6.	Skip Conklin	Lotus	12
7.	Lance Reventlow	Cooper	10
7.	Bob Burns	Porsche	10
8.	Frank Monise	Lotus	9
8.	Erv Lehr	Porsche	9

PRODUCTION OVER 1500cc

1.	Andy Porterfield	Corvette	38
2.	Bill Love	AC Bristol	36
3.	Lew Spencer	Morgan	26
4.	Richie Ginther	Ferrari GT	24
5.	E. F. Robinson	Ferrari GT	23
6.	Bob Winkleman	300 SL	22
7.	Jim Connor	Ferrari GT	20
8.	Gordon Crowder	AC Bristol	17
8.	Cloyd Gray	Corvette	17
9.	Bill Klingensmith	AC Bristol	16

PRODUCTION UNDER 1500cc

1.	Don Dickey	Porsche	42
2.	D. D. Michelmore	Porsche	36
2.	Jim Moore	Porsche	36
3.	Ed Vincent	Porsche	21
4.	Dick Bellows	Porsche	19
5.	Emil Pardee	Porsche	18
6.	Ray Pickering	MGA	14
7.	E. F. Robinson	MGA	12
7.	Jack Woodward	Porsche	12
7.	Peter Talbot	Porsche	12

WOMEN'S COMPETITION

1.	Linda Scott	AC Bristol	28
2.	Marion Lowe	Alfa	25
3.	Barbara Windhorst	Morgan	21
4.	Betty Shutes	Porsche	20
5.	Loretta Richert	Porsche	13
6.	Josie McLaughlin	Ferrari	12
7.	Charlotte Duncan	Lotus	12

MONACO GRAND PRIX

TRINTIGNANT COOPER BLOWS OFF FERRARIS

BY HENRY N. MANNEY III
MOTORACING Staff Correspondent

MONTE CARLO—This year's edition of Grace's Races was a wide-open scramble for the million francs (roughly $2200) between the teams of Vanwall, BRM, Cooper, Lotus and Ferrari, with privately owned Maseratis, a Connaught and another Cooper stirred in to flavor.

Henry Manney III

And at the finale, France's Maurice Trintignant brought the little rear-engined Cooper of garage-owner R. R. C. Walker home first, ahead of the Ferraris of Musso and Collins, the team of Brabhamens-Schell's BRM, and the Lotus of Allison. Sixteen started, six finished. Hawthorne's V6 Ferrari set up the fastest lap at 1:40.6, or 112.5kph., a new record.

On the first practice day Jean Behra shook everybody by getting his BRM around the villas in 1:40.8, a task made easier by the organizers opening the infamous chicane after the tunnel up a little, but still admittedly heroic in a rather insanitary vehecile in which strage and wonderful malfunctions take place on extremely short notice.

The Coopers, after their almost-third last year, were loader for bear with bigger engines and posted third and fourth fastest times. The Lotuses, with 2 liter engines in the Formula 2 cars, were not as quick but fast enough to edge a couple of the Ferraris and most of the Maseratis. The last day of practice was enlivened by the sight of Moss scurrying around trying to qualify; he had spent all his time contriving, apparently, to get his engine in Brooks better-handling Vanwall and not gone fast enough. He got in, naturally, but wound up in a most un-Moss-like position in the middle of the pack, with Behra, Brabham (Cooper) and the imperturbable Brooks in the front row. Among those on the mourners' bench were the beauteous Maria Teresa de Filippis, whose Maserati broke a piston, and the Fangio of Fairfax Blvd., Bruce Kessler, who not only had a very tired Connaught go sick on him but missed another bet by not arranging to have the frogmen by the harbor chicane where Ascari took his celebrated dip in '55 attired in RMR bathing suits.

Race day was bright, sunny and hot. First out of the chute, around the bales and away was Behra, with Brooks, Brabham, Moss, Trintignant and a veritable green avalanche with here and there a red blob mixed in. As the first few laps unreeled "Jeannot" pulled out his lead a little from the Vanwalls (Moss had moved up to third); in spite of the new injectors it seemed that the Vanwalls were not producing the power this year on gas that they were last. Hawthorn, twirling the wheel madly, snuck by Trintignant into fifth spot and then after a short and hectic interlude with the saucy Braham, into fourth behind Moss.

In the back, the other three Ferraris were running in more or less line-ahead formation, Musso ahead of Collins, who was already seeping oil, and Von Trips. Schell was already in difficulties with the brakes on his BRM and had dropped back, Salvadori's Cooper pitted after having been shunted by Brooks and banged against the curb by Lewis-Evans' Vanwall when he had attempted to run around the outside on the first lap hairpin and had had to pit, and already Lewis-Evans was out with a broken water pipe. The Maseratis and the two Lotuses, which seemed to be hampered by 1.5 liter brakes on a 2 liter motor car, trundled around at the rear

(Continued on Page 6, Cols. 3-4)

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By Gus V. Vignolle

REPORT FANGIO'S FINALE AT GERMAN GP AUG. 3

(Continued from Page 1)

Grand Prix racing again next season," writes Nitske. "It remains to be seen whether **Stirling Moss** will drive for them. I asked him and he replied, 'It is too early to tell.'

"The young Britisher is trying hard to win the world's driving championship this year with a British-built car (Vanwall) as well as earn the sports car championship for Aston Martin."

★

Great Triumph for Hill at Le Mans

Last year more than one guy wrote in from Europe, somewhat disturbed that nervous, fidgety **Phil Hill** of Santa Monica, Calif.,

BRUCE KESSLER

J. M. FANGIO

ELMER BALLARD

CHUCK DAIGH

was wasting his time as a sub for the subs on the Ferrari lineup. Seems most of his time was spent in the pit drinking Enzo's mineral water.

Short time ago after the Monaco GP, **Henry N. Manney III,** our far-flung correspondent, wrote: "Funny how both **Moss** and **Collins** have slowed down since they got married. Quickest ones coming up are **Brabham, Brooks** and **Graham Hill. Bonnier** also looked very nice.

"What gripes me, though, is that Phil Hill is kicking his heels in the pits because Ferrari has him on the string and knows it. We told him he needs a %&X$ of a manager."

Last March, Phil and Peter Collins won the most important road race in the U. S., the 12-hour Sebring go, and now, last weekend, he and **Olivier Gendebien,** the Belgian, won the most important road race in the world, the 24-hour LeMans.

No. 1 in the U. S. and Europe. We doff the fez to a local boy whom we last saw in action at Nassau six months ago.

It was just fantastically fortunate that the injuries suffered the other day at Le Mans by young **Bruce Kessler** and **Jay Chamberlain** were minor.

Frantic in view of early conflicting reports, Bruce's mother finally was able to establish a phone connection from Beverly Hills with the hospital at Le Mans. And what did Bruce have to say while all his family and girlfriend, **Jan Sullivan,** stood by nervously?

"Shucks," Bruce lamented over the LD tube, "I want to get outta here because I'm supposed to race in two weeks— at the 12-hour race and French Grand Prix at Reims July 5-6."

Chamberlain, the Lotus distrib here, ought to stay home. He was painfully injured when he cracked up at Reims last summer. He suffered a broken collarbone, a couple of cracked ribs and took an awful internal banging that bothered him for a long time.

★

Gas Companies Pull Squeeze Play

General Petroleum used to give free gas to the drivers here, but long ago that was cut out. Now they sell it to the clubs.

This is recalled since Manney mentions what happened in Europe. He says the gas companies pulled a neat squeeze play, explaining that for years they were Open Handed Uncle, handing out bonuses and free alky.

After a few preliminary skirmishes, they let it be noised around that not only would there not be free fuel available, but there wouldn't even be any made and that the boys would just have to go to the nearest drugstore and buy the makings.

And who could afford that? asks Manney. Of course high octane aviation gas **WOULD** be available. He adds: "And the bonuses (without which practically nobody could race . . . a moderately successful friend of mine gets $2800 a year for signing with Esso) naturally would be given to those who used gas. Also, an advertisement, like one I saw listing racing successes on Esso, could say that the XYZ GP was won on gas just like I'm putting in your tank right now. It just doesn't smell the same in the pits."

★

They Say Fangio to Drive at Monza

Back to Fangio. Sometime back, friend **Al Dean** called the office. He owns the Dean Van Lines Special which **Jimmy Bryan** drove to the national USAC title last year. Al wanted to know how to reach Juan Manuel. **Maury Powell** told him.

Last Sunday, the announcement was made that Fangio would drive the Dean Van Lines Special at Monza June 29. This is for those three 166.66-mile whirls advertised as a 500.

Availability of another American car seems to jibe with what Nitske said—that **Maurice Trintignant** told him he would drive it.

★

Chuck Daigh really had **Reventlow's** Chevy-powered Scarab booming the other day at Riverside while practicing for this weekend's races. With passengers, he knocked off laps of 2:08, 2:09 and

(Continued on Page 5, Cols. 3-4)

CSCC OK's Pro-Amateur Racing, Then Backs Down

California Sports Car Club's Board of Governors last week took a long-awaited stand on the pro-amateur situation, came up with an amendment to the club's by-laws that was interesting, if a bit arbitrary, then backed down at the last minute.

The amendment, which was just hours short of being mailed to the club's members when it was jerked back, would have left the by-laws stating that professional drivers cannot compete in CSCC events. At present, a professional, or at least a non-amateur, is defined as anyone who receives money for appearing in, or placing in, an automotive event within the U.S. The amendment, which the Board of Governors had okayed, without consulting the over-1400 CSCC members, it might be added, would simply have tacked onto this definition, "with the exception of events sponsored and/or sanctioned by USAC, FIA, SCCA or CSCC."

The amendment would have gone into effect on Oct. 11, the first day of the USAC races at Riverside, with an opening left in case the race date was changed.

The reason for withdrawing this addition to the CSCC by-laws was not known at press time, at least not by MOTORACING.

ANNE EVANS A GRANDMOTHER

Anne Evans, who is in charge of the L.A. Region of the SCCA's answering service, is now the grandmother of a baby girl. Her son and his wife, Bill and Barbara Wilmore, live on Maui in the Sandwich Islands. The baby was born June 21.

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Council Rally Leaders

UNOFFICIAL SCCSCC RALLY CHAMPIONSHIP LEADERS TO DATE

POSITION	Great Western	Don Diego	Wheele Bounce	Sun Down	24 Hour	Over Hill	Total	Club
DRIVERS								
1. T. Higgins	25	23	21	16	24	17	126	SMFCCA
2. D. Pieper	17	18	15	24	21	0	95	HEASCC
3. D. Sparks	13	14	19	11	10	13	90	DSCC
4. F. Fleming	22	0	24	25	*	16	87	SMFCCA
5. B. Rector	20	25	10	19	0	12	86	Convair
6. H. Frank	21	2	0	14	25	24	86	LSCC
7. J. Adams	*	20	22	17	23	0	82	NSCDA
8. B. Piercy	*	19	23	*	11	25	78	SMFCCA
9. C. Anderson	0	16	12	20	12	3	63	HEASCC
10. F. McDonald	*	13	5	13	22	1	54	NASCAD
11. B. Meredith	0	24	0	*	20	9	53	HEASCC
12. C. Cooke	*	*	20	0	8	20	48	SMFCCA
13. D. Blunt	0	4	0	0	15	22	41	LBDSCC
14. P. Eskridge	23	0	13	4	0	0	40	NASCAD
15. D. Bailey	*	0	17	23	0	0	40	LBMG
16. R. Jones	15	*	16	0	0	6	37	SDSCC
17. B. Chester	8	0	25	0	3	0	36	VSCC
18. G. Madison	19	0	0	0	17	0	36	NRSCC
19. K. McCready	14	21	0	0	0	0	35	NRSCC
20. B. Hanna	24	10	*	*	*	*	34	NRSCC
21. D. Lovell	0	0	18	15	0	0	33	VSCC
22. L. Harris	0	0	0	0	14	19	33	SMFCCA
23. B. Piety	0	0	2	0	15	15	32	LBDSCC
24. B. Wishard	0	0	*	10	19	0	29	PSCC
25. B. Brandes	*	*	*	18	*	11	29	SWSCC
NAVIGATORS								
1. D. Deary	25	23	21	16	24	17	126	SMFCCA
2. C. Schumann	17	18	15	24	21	0	95	HEASCC
3. J. Sparks	13	14	19	11	10	23	90	DSCC
4. N. Marechal	22	0	24	25	0	16	87	SMFCCA
5. D. Anderson	*	20	22	17	23	0	82	SWSCC
6. R. Royer	18	0	0	14	25	24	81	HEASCC
7. B. Doyle	*	19	23	0	11	25	78	SMFCCA
8. G. Blondin	*	25	10	19	0	12	66	Convair
9. E. Smith, Jr.	0	16	12	20	12	3	63	HEASCC
10. L. McDonald	*	13	5	13	22	1	54	NASCAD
11. C. Meredith	0	24	0	*	20	9	53	HEASCC
12. D. Cooke	*	*	20	0	8	20	48	SMFCCA
13. D. Kermode	16	11	14	*	0	0	41	CFCCA
14. R. Bruemmer	23	0	13	4	0	0	40	NASCAD
15. M. Wackerle	*	0	17	23	0	0	40	LBMG
16. P. Miller	15	*	16	*	0	6	37	SDSCC
17. E. Chester	8	0	25	0	3	0	36	VSCC
18. D. Black	19	0	0	0	17	0	36	NRSCC
19. D. Conklin	14	21	0	0	0	0	35	NRSCC
20. D. Flude	24	10	*	*	*	*	34	NRSCC
21. C. Lovell	0	0	18	15	0	0	33	VSCC
22. B. McPherson	10	0	*	0	0	21	31	SWSCC
23. F. Brooks	*	*	*	10	19	0	29	PSCC
24. C. Brandes	*	*	*	18	*	11	29	SWSCC
25. C. Kenyon	0	*	0	5	9	13	27	SDSCC

* Did not compete

Laguna Seca Race Protest

Bill Love, winner of Class E laurels Saturday and Sunday with his AC Bristol (Sebring), was disqualified on the basis of a protest instigated by Car Owner Edith Field, whose driver is John Luce. Illegal carburetor and shock absorber fittings were allegedly discovered. Love's claims that his carb's alterations were of a minor nature (smoothed out butterfly) and that he'd used Gabriel shocks for safety reasons were to no avail.

HILL FIRST AMERICAN TO WIN LE MANS 24-HOUR CLASSIC

With his sensational win at Le Mans, Phil Hill has been responsible for three out of four of Ferrari's wins in races counting towards the 1958 Sports Car Manufacturers Championship. After winning last year's Caracas race in a 4.1 Ferrari, the team of Hill and Peter Collins started the 1958 season in the new 3.0 liter Ferrari by winning the Argentine 1000km. race in January, and Sebring in March. The Targa Florio, in May, was won by Musso and Gendebien in a Ferrari, with Hill taking 4th. The Nurburgring race, on June 1, was the only race so far this year that Ferrari failed to win. Moss and Brabham won in an Aston-Martin, with Hill 4th again.

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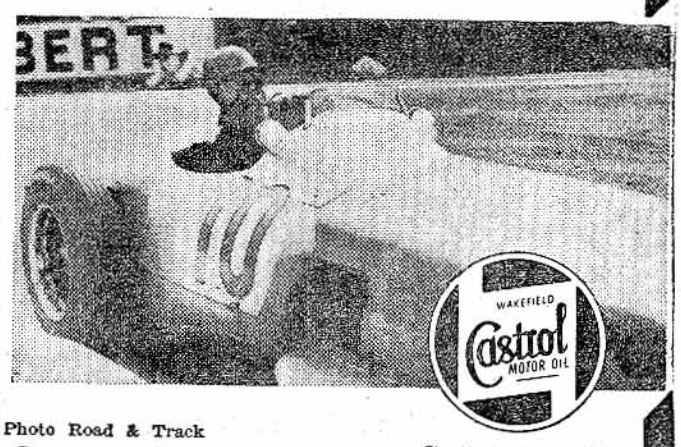

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Rally 'Round ★ ★ With Duane and Jerrie Sparks

At the halfway point in the 1958 championship rally season, a study of our unofficial SCCSCC standings chart reveals several new names among the first 25 positions. Among the drivers, for the first time because of a delay in squaring away his club affiliation status, we are including Jerry Aarons in his 7th place spot. Other new drivers are Don Blunt, moving up to 13th from 27th, Larry Harris, Bob Piety and Bill Brandes.

Among the navigators three new names appeared. They are Bob McPherson, Catherine Brandes and Charles Kenyon. Among the leaders the race has tightened up a bit with three or four of the first eight gaining ground on the two leaders on last week's OVER THE HILL III. And now that the Higgins-Deary team is to be broken up through the courtesy of Uncle Sam, the rest of us might have a chance.

The June navigational exercise for the rallyists of Santa Monica FCCA, which is just about what the monthly championship rallies are turning out to be, found seven of the SMFCCA entrants going OVER THE HILL in the right direction at the right time to place among the top 10 finishers. Bob Piercy and Bill Doyle turned in a terrific :21 error for the nine hours for their first winning effort. The boys and girls of Compton FCCA did their usual workmanlike job in planning and running this third annual event, and every one of the contestants enjoyed the day's run.

The rally itself seemed to consist of two separate events. During the daylight hours everything proceeded according to the best-laid plans of organizers and participants with no particular strain other than the malfunctioning of a few assorted fuel pumps and carburetors, but when night fell so did the boom. Most of us found our resources taxed to the utmost to execute instructions difficult to locate at speeds difficult to maintain.

That the early-starting cars realized a definite advantage by escaping most of the groping for clues caused by darkness can be proven by the observation that of the top 50 finishers there mere only eight with car numbers above 100, while among the lowest 50 finishers of the 157 entrants we find only 16 car numbers below 100.

The folks at Northrop feel they have corrected this chronic objection to night rallies. Rallymaster Karl McCready has announced that on the SIERRA V to be run July 12-13 the time schedule for his 14 hour event has been set up to start at 6:00 p.m. so that all cars will have the same number of hours of daylight.

Before we have to face the problem of the Allstate recaps, there are two fun-filled weekends coming up for all you rovers. This week it's the second annual SLEEPING BAG RALLYE offered by the national organization of FCCA. An open SCCSCC event, it is the principal rally activity for the current week. If you were too late in entering this one (no post entries), don't make the same mistake for the following week when the Santa Barbara chapter of FCCA presents its annual SEMANA NAUTICA rally.

There were several good rallies for addicts to choose from last weekend. Beginning with Glendale FCCA's JUNE MAD on Saturday evening to NASCAD's MIDNITE 'TIL DAWN starting Saturday midnight, then on to DSCC's ROUND TABLE or SGV FCCA's LES FOLIESS DES FEMMES for girls only or the TOURISMO DE CORVETTE offered by the four Corvette clubs in the area for Corvettes only.

Over 100 entries have been received by SMFCCA for the D'ORO on July 21. So far at least 27 clubs have indicated they will make it their event of the month. It looks as though the FOUNDATION FOR THE JUNIOR BLIND which is the charity benefitting from the proceeds of this year's event is in for a pleasant surprise, for with practically all the local clubs concentrating on this one giant rally a goodly sum will go to help in the wonderful work with visually handicapped children.

OKER Takes 2nd

LIME ROCK, Conn., June 15—Some 15,000 onlookers were on hand as Walt Hansgen, Westfield, N.J., auto dealer won another (his 6th) SCCA National Championship sports car feature with a wire-to-wire performance in a Lister-Jaguar.

He averaged 79.5mph around the 1.5-mile Lime Rock course, winning by a one-mincte margin ahead of Bob Oker, Whittier, Calif., wheeling an Aston Martin. Bob Holbert, Warrington, Pa.,

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Various Rally Results

COMPTON FCCA OVER THE HILL III, JUNE 14, 1958
CARL DURHAM RALLYMASTER, 157 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Bob Piercy	B. Doyle	SMFCCA	A-H	:21
2.	Howard Frank	D. Royer	SMFCCA	A-H	:28
3.	Duane Sparks	J. Sparks	DSCC	T-Bird	:28
4.	Don Blunt	E. Gille	LBDSCC	Stude	:29
5.	Ed Fleming	B. McPherson	SWSCC	Porsche	:31
6.	Charlie Cooke	D. Cooke	SMFCCA	TR-3	:42
7.	Larry Harris	R. Piercy	SMFCCA	MGTD	:46
8.	Flo Stevens	G. Pollock	SMFCCA	A-H	:52
9.	Tom Higgins	D. Deary	SMFCCA	Alfa	:58
10.	Frank Fleming	N. Marechal	SMFCCA	Porsche	1:01
11.	Bob Piety	B. Cole	LBDSCC	MGTD	1:02
12.	Dick Coulter	R. Going	RWSCC	MG A	1:05
13.	Bette James	C. Kenyon	SDSCC	Porsche	1:06
14.	Bill Rector	G. Blondin	Convair	A-H	1:06
15.	Bill Brandes	C. Brandes	SWSCC	M-B 190	1:06
16.	Charlotte Nesbitt	A. Nesbitt	SMFCCA	Corvette	1:07
17.	Barbie Meredith	C. Meredith	HEASCC	A-H	1:13
18.	Don Stephenson	J. Stephenson	NASCAD	Corvette	1:15
19.	Bob Knox	J. Knox	POC	Porsche	1:16
20.	Ron Jones	P. Miller	SDSCC	Porsche	1:16
21.	June Simpson	D. Simpson	NASCAD	A-H	1:24
22.	Maggie Schwab	J. Schwab	AHOC	A-H	1:24
23.	Chet Anderson	E. Smith Jr.	HEASCC	TR-3	1:27
24.	Jim Hines	D. Goodall	HEASCC	Porsche	1:28
25.	Frank McDonald	L. McDonald	NACAD	Jag	1:28

DOUGLAS SCC ROUND TABLE, JUNE 22, 1958
L. E. RANDOLPH, RALLYMASTER, 41 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	Mod.	Stk.	Mem.	ER.
1.	M. DeLoff	B. McPherson	SWSCC	Morgan	1			:41
2.	J. Robinson	J. Sparks	DSCC	Renault	2		1	1:20
3.	B. Carmack	S. Rinker	SMFCCA	MG A		1		1:26
4.	H. Woods	E. Fleming	SWSCC	Porsche	3			1:49
5.	T. Higgins	D. Deary	SMFCCA	Porsche	4			2:05
6.	T. Sparks	A. Sparks	DSCC	VW	5		2	2:16
7.	G. Hulings	F. Herman	HSCC	Ford	6			3:08
8.	P. Savage	L. Savage	DSCC	MG A		2	3	3:14
9.	A. Bailar	E. Smith Jr.	HEASCC	TR-2	7			3:29
10.	B. Branson	S. Branson	SMFCCA	MGTF	8			5:10
11.	A. Burggraff	P. Conner	DSCC	Chev.		3	4	5:13

NASCAD MIDNIGHT 'TIL DAWN, JUNE 22, 1958
JOE ROCHA-DAVE HISER, RALLYMASTERS, 33 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	M	G	ER.
1.	Doug Bailey	A. Harney	NASCAD	MG A	1		:14
2.	Dick Pieper	L. Harris	SMFCCA	A-H		1	:22
3	Bob Piercy	G. Pollock	SMFCCA	A-H		2	:28
4.	Don Blunt	B. Cole	LBDSCC	Stude		3	:31
5.	Flo Stevens	C. Schumann	HEASCC	A-H		4	:31
6.	Don Simpson	J. Simpson	NASCAD	A-H	2		:34
9.	H. J. Milligan	W. Hickman	NASCAD	MGTF	3		2:49

SAN GABRIEL VALLEY FCCA LES FOLIES DES FEMMES, JUNE 22, 1958
TEX BELL-BUD FISHER RALLYMASTERS, 23 CARS, WOMEN ONLY

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Louis Voyles	I. Dieffenbach	GFCCA	MG A	:49
2.	Marilyn Fleming	C. Wood	SWSCC	Porsche	1:49
3.	Lee Maltbie	A. Steubing	GFCCA	Jag 3.4	2:37
4.	Audrey Doyle	R. Piercy	SMWCCA	A-H	4:16
5.	Janet Detrick	J. Moore	SFVFCCA	TR-2	4:17
6.	Mabel Lucas	C. Biles	SGFCCA	MGTF	4:34

(Continued on Page 6, Cols. 3-4)

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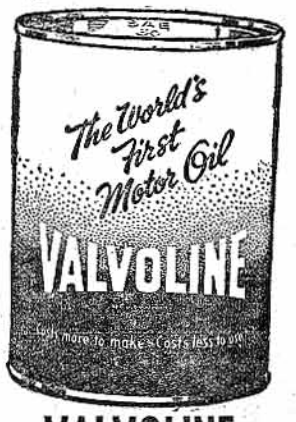

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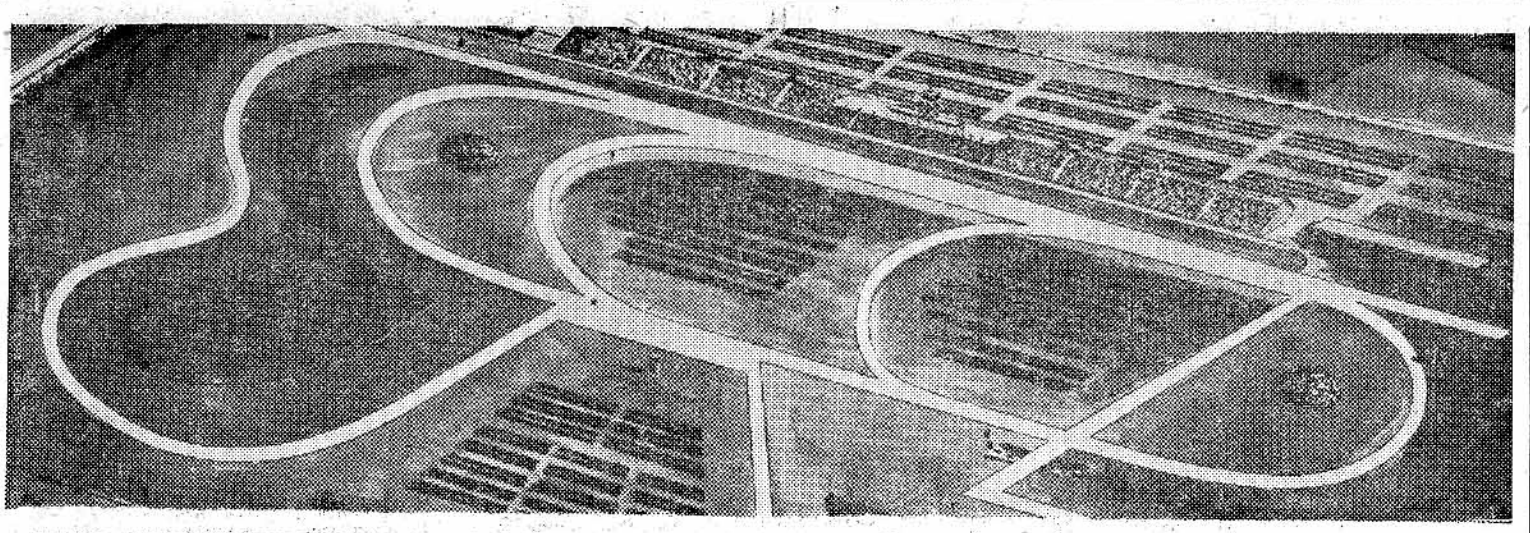

NEWEST WESTERN COURSE is the Vaca Valley Raceway. It's 2.1 miles, 9 turns, as shown around the outer lanes. Long straight is the present Vacaville Drap Strip. Oval tracks planned are half-mile, three-quarter mile and one miler for stock cars, Indianapolis cars, etc. Course operators have been granted S.F. Regional SCCA dates for July 5-6. It is near Dixon, Calif., southwest of Sacramento.

Laguna Seca Charts

SECOND LAGUNA SECA SPORTS CAR RACES, sanctioned by San Francisco Region, SCCA. Course, 1.9 miles. (Lack of space prevents publishing more than 4 charts. Summaries of other races elsewhere in this issue.)

JUNE 15, 1958

RACE 6—Production Cars under 1600cc. 25 laps, 47.5 mi., time 38:23.

Pos.	Driver	Car No.	Make	F	G
1	Don Dickey	20	Porsche Car. G.T.	1	
2	R. E. Bellows	10	Porsche Car	2	
3	Ed Vincent	170	Porsche Car	3	
4	Carl B. Meyer	180	Porsche G. T.	4	
5	John Barneson	94	Porsche G.T.	5	
6	Jim Moore	172	Porsche G.T.	6	
7	J. P. Kunstle	118	Alfa Veloce		1
8	Dan Herman	73	Porsche Car	7	
9	D. D. Michelmore	14	Porsche Car	8	
10	Art Snyder	18	Porsche G.T.	9	
11	Willie West	126	Alfa Veloce		2
12	Robert Herda	116	Porsche Super	10	
13	Jack Dalton	41	Alfa Veloce		3
14	Chas. Adams	57	Porsche Super	11	
15	Ron Hathaway	8	Alfa Veloce		4
16	Tracy Bird	9	Porsche Super	12	
17	Marian Lowe	38	Alfa Veloce		5
18	Bill Slater	134	Porsche Super	13	
19	Geo. Schillreff	157	MG A	14	
20	Jim Castle	92	Porsche	15	
21	Bob Phillips	147	Alfa Romeo		6
22	Chas. Kuhn	107	Porsche Spdstr.	16	
23	Ed Hodges	115	Porsche Spdstr.	17	
24	Robert Peck	96	Porsche Super	18	
25	John Jordan	81	MG A	19	
26	Fred Biven	74	MG TD		7
27	Robert Lyons	114	Alfa Romeo		8

RACE 7—Production cars over 1600cc. 25 laps, 47.5 miles. Time 37:35.

				B	C	D	E
1	Richie Ginther	71	Ferrari GT		1		
2	Bill Love	238	AC Bristol				1
3	Bill Sturgis	65	MB 300 SL		2		
4	Bob Winkleman	5	MB 300 SL		3		
5	Paul Cote	195	AC Bristol				2
6	Andy Nielsen	77	Jaguar		4		
7	John Luce	17	AC Bristol				3
8	Bob Cole	112	TR 3				4
9	Bob Potter	162	Arnolt Bristol				5
10	Geo. Snively	144	AH 100 M			1	
11	Wm. Kincheloe	85	AH 100-6			2	
12	Chick Leson	117	AC Bristol				6
13	Bob Devlin	191	Corvette	1			
14	J. Lewis Spencer	145	Morgan plus 4				7
15	Geo. Heaney	105	Jaguar		5		
16	Chas. Parsons	66	AH 100-6			3	
17	Earl Grafton	61	AC Bristol				8
18	Bert Smeeden	206	AH 100-6			4	
19	Roy J. Moore	27	Morgan plus 4				9
20	Bud Morris	58	TR 3				10
21	Mogen Skov	51	TR 2				11
22	James Coffin	252	AH			5	
23	Al Freudenberg	174	TR 3				12
24	Dick Anderson	171	TR 3				13
25	Cloyd Gray	34	Corvette	2			
26	Cliff Wright	47	Morgan plus 4				14
27	Bill Phelon	192	TR 3				15
28	Dick Newhall	133	AH 100 M			6	
29	Geo. Butcher	28	Aston Martin			7	

DID NOT FINISH: No. 29—Al Laws, Jag XK 140MC; 2—Don Burrows, TR 3; 184—Rod Carveth, TR 3.

RACE 8—Modified over 1500cc. 30 laps, 57 miles. Time 42:39.

				C	D	E
1	Richie Ginther	11	Ferrari Testa Rossa		1	
2	Jack McAfee	188	Cooper-Porsche			1
3	Lance Reventlow	1	Maserati 2.0			2
4	Chas. Howard	138	Maserati 200S			3
5	Fred Knoop	64	Huffaker Spcl	1		
6	Rod Carveth	54	Aston Martin		2	
7	John Steers	165	Special	2		
8	Ray Seher	100	D-Jag	3		
9	Red Geesaman	167	Volvo Spcl			4
10	Bill Degraf	232	Aston Martin		3	
11	Don Miller	44	Special			5
12	Geo. Duncan	53	Devin Special			6

DID NOT FINISH: No. 60—Robert White, Ferrari Mondial; No. 178—Wallace Thomas, MG Spcl.; No. 7—John Armanino, Healey-Corv.; No. 127—Donald James, Spcl. Rdstr.; No. 23—Ray Winkelmann, Cooper.

RACE 9—Modified cars under 1500cc, except Class H Modified. 30 laps. 57 miles. Time 44:5.

				F	G
1	Jack McAfee	88	Porsche RS	1	
2	John Stevenson	15	Porsche 550	2	
3	Jack West	141	Porsche 550	3	
4	Paul Nau	87	Lotus XI		1
5	David Skilling	82	Porsche	4	
6	James Lowe	39	Lotus XI		2
7	Jerry Lewis	149	MG Special	5	
8	Dan Hernandez	24	Lotus XI		3
9	A. L. Sharpe	196	VW Spcl.	6	
10	Denis Riley	158	MGA	7	
11	John Young	35	Lotus XI		4
12	Eldon Beagle	12	Porsche RS	8	
13	Stan Peterson	37	Lotus IX		5
14	John Miller	16	Lotus XI		6

DID NOT FINISH: No. 169—Ray Drake, VW Ghia; No. 156—Edward Stone, Jomar; No. 140—Bill Love, Willment; No. 142—Frank Monise, Lotus XI.

RACE 9A—Combined with Race No. 9. FORMULA III, 15 laps. Distance 28.5 miles.

1	Rolf Roth	524	Cooper Mk VII
2	Thomas Meehan	222	Cooper Mk V
3	John Fox	551	Cooper Mk X
4	Bob Wenz	530	Cooper Mk VI
5	Jim Skilling	201	Renault Spcl.
6	Jack Brink	512	Cooper Mk VIII
7	Stan Coleman	507	Echo-Norton
8	Cliff Heselton	527	Dana-Triumph

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

2:10, belting the track record of 2:10.5. Then, alone, he blasted around in 2:05. . . . The tremendous size of **Nick Pastor's** van is proving a worthy advertising medium for the popular South Gate dealer and race sponsor. In charge of the operation is Nick's ace mechanic, **Elmer Ballard.**

★

INTERMEZZOS—It is with deep regret that we see **Maury Powell** and **Bill Harmer** pull the pin at MOTORACING. Here is wishing them the best in their new endeavors . . . **Ricardo Rodriguez,** the 16-year-old Mexican sensation, will not vie at Riverside this weekend. The whole family is in Europe, returns at the end of July . . . Tough break that **Kessler's** cracking up kept **Dan Gurney** from driving more at Le Mans. Just before he left, Dan called and said he'd get his big chance with **Chinetti** and that he would team either with **Kessler** or **Harry Schell** . . . The Arabian Nights party for **George The Crazy Arab** at the Grand Prix was a whopping success, report **Bob Drake, Mary Davis** and **Ted Davis.** Officials of both the Cal Club and SCCA dropped by to wish him well. **Sue Connors** and **Flo Beck** of WSCC were in charge on behalf of the Grand Prix Drinking Team.

Too bad the recent Hawaii races again didn't pull—4883 paid for three days, according to **Tom Hopkins,** Honolulu Star-Bulletin sports ed. Although **Ray Turnbull** say he's going ahead next year, there is another interested trio consisting of **George Cary, Maj. R. H. Ciriacks** and **Bill Woodward.** Cary is due to huddle with Turnbull. Only way this will go is with BIG help from the island, ample subsidizing of entries and staging the deal closer to town . . . Permission is now being sought for five days of road racing on the Big Island around July 4 . . . Asides to **George Garrett:** You are right. Corvette is a terrific machine and deserves more credit than it has received. **John C. Forbes** and **Emery O. Welsh:** Many thanks. **Josh Hogue** (SF Chronicle), No. 1 Calif. sports car columnist: Gracias too for the tremendous plug . . . After a year in Europe and taking in all the races, **Jack Ingram** is back home in Oakland . . . Big smash on **Ricardo Rodriguez** by **Diana Bartley** in July issue of Sport mag . . . Brief visitors in L. A. en route to a business confab in San Francisco were **Eduardo Davalos,** popular sec'y of Auto Club Velocidad de Guadalajara (Mexico) AC, and his pretty wife, **Cecilia.**

Laguna Seca Race Results

Production Alfas (not Veloce), MG-A, Porsche 1500-1600. 12 laps. 20:22.6—1. Peter Talbot, Porsche 1600; 2. Ed Leslie, MG-A; 3. Geo. Schillreff, MG-A. Class H modified—1. Bill Wood, D. Bonnet; 2. J. P. Kunstle, Fiat Abarth; 3. Lyle Powell.

Production (awards by marque). 12 laps. 20:14.5—1. George Snively, Austin-Healey; 2. J. Lewis Spencer, Morgan Plus 4; 3. Charles Parsons, Austin-Healey; Robert Herda, Porsche Super (5th); Willie West, Alfa Veloce (6th); Rod Carveth, TR-3 (10th).

Production (awards by marque). 12 laps. 18:29.5—1. Richie Ginther, Ferrari 250 GT; 2. Bill Love, AC Bristol; 3. Cloyd Gray, Corvette; Don Dickey, Porsche Carrera GT (4th); Bob Winkelman; MB 300SL (6th); Andy Nielsen, Jaguar (13th).

Formula III. 5 laps. 9:58—1. Rolf Roth, Cooper; 2. Thomas Meehan, Cooper; 3. Harry Morrow, Kieft. Women. 10 laps. 16.34.8—1. Linda Scott, Willment; 2. Marion Lowe, Lotus Mark 11 3. Betty Shutes, Porsche 550.

MGs, TC, TD, TF only. 15 laps. 25:19.—1. Lendal Gray, TC; 2. John Miller, TF; 3. Marshall Swope, TD. Class H modified—1. Bill Beck, Little Digger; 2. Bill Wood, D. Bonnet; 3. Wm. Molle, Panhard.

Chief scorer, Betty Luce, chief tabulator, Carol McCandless; chief steward, John Luce; chief starter, Carl Block; asst. starter, Johnny Porter.

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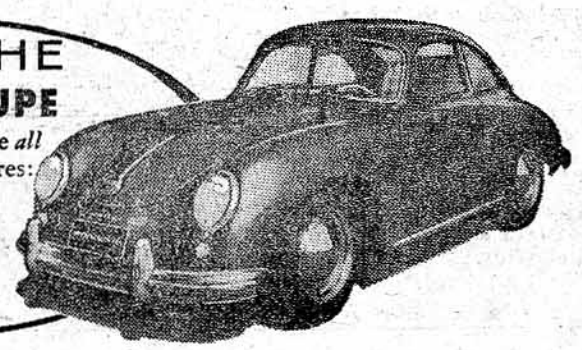

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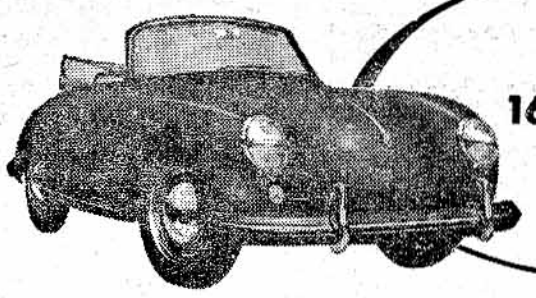

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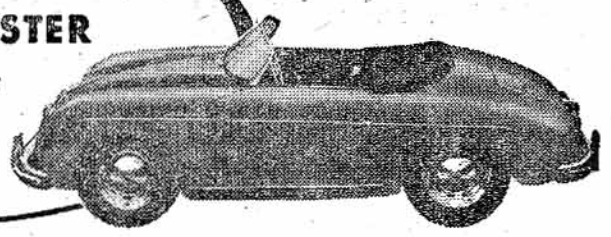

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LONG BEACH—Storey-Ricketts, 740 American Ave.
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PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.
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San Francisco Newsletter

• Dear Gus

By Tom Wilson

MONTEREY SKULL-BUSTERS GANG UP ON THE CLAN

DEAR GUS:

I was sorry to hear that they still have you working under wraps and that your morning trials have not shown you are ready for the big time, such as the Laguna Seca Road Races.

The gate was satisfactory but not as fabulous as some people would have you believe. The gate ante had been raised and the results were somewhat similar to the experience of the Cal Club when they greeted the cash customers with a three buck bite at Pomona. The public has been staying away in droves ever since then and SCRAMP may have the same trouble in the future. It is not realistic that the bite should be so large when there are a couple of hundred acres to roam in without any relapse of the claustrophobia feeling that you used to get in dimlit bistros. The gate, according to SCRAMP, has always been a nebulous, abstract item but this deal probably drew 35,000 cash customers. When you figure the added income from consessions, it seems rather odd that the bite should be raised; some of those customers will be hard to convince that road racing is a sport rather than a racket.

Flocks of local and state cops descended like a hoard of locusts upon the Monterey Peninsula. For a resort community, they surely made us feel welcome—like homecoming week at Q. If those communities haven't balanced the budget, it was no fault of the local constabulary. It seemed as if the whole weekend was a plot against the tourist and it was not entirely the sports car clan. I saw several big Cads from Sam Morse's side of the hill getting the welcome-home treatment.

Gus, remember that hassle I had with Harry Morrow over the whys and wherefores of Formula III racing? Well, the San Francisco Region went to special pains to give the boys a break and they did sign up 14 cars. The number of finishers was well above the average, with 10 in one race and eight in the other race. But, Gus, it was a bind from the first burp. I can see why SCCA National finally blew a gasket. First, very few of the drivers had the approved helmets, so the mooch was on. Then there was a hassle about the fuel; it had to be alcohol and everyone knows that stuff is for drinking and there was none available on a government reservation. Has to do with Indians or something. Then several of the cars were unpainted and had the bonnets missing. An MG in that condition would not get on the grid.

It looks like a piot but is seems that every real hot car that comes up here is due for a protest. First it was Andy Portefield's Corvette at Tracy, and now it is Bill Love's AC Bristol at Laguna Seca. I don't know if this beef has been resolved, but that AC does not look or act like any of the others on the course. Why do these real hot cars deserve so many special privileges and still remain stocks? For intance, that aluminum-bodied Berlinetta that is merely a detuned Testa Rossa. Gus, it would be interesting to know the inside workings of that deal, especially that one-of-a-kind Berlinetta. If they don't come up with another one of these, it might prove embarrassing; you know that 150-car rule for production status.

Gus, your pal Sammy Weiss had nothing but troubles in his foray into the big iron class. In his efforts to keep up with Richie Ginther, Sam was all over the course and after 12 violations he was black-flagged and later disqualified from his third position in the main event.

The king of the Porsche clan, Don Dickey, was in fine form and maintained his perfect record when he ran off and hid in two races with his Carrera G. T.

tom wilson

Le Mans Finish

1. Ferrari, 2,953 liters. Phil Hill (Santa Monica, Calif.) and Olivier Gendebien (Belgium), 2547.3 miles, average 106.14mph.
2. Aston-Martin, 2.992 liters. Peter and Graham Whitehead (Great Britain), 2447.3 miles, 101.97mph.
3. Porsche, 1.588 liters, Jean Behra (France) and Hans Hermann (Germany), 2427.9 miles, 101.2mph (winner of the Class E 1.5 to 2.0 liters class).
4. Porsche, 1.498 liters. Edgar Barth (Germany) and Paul Frere (Belgium). 2419.5 miles, 100.81mph. (winner of Class F, 1.1 to 1.5 liter class).
5. Porsche, 1.498 liters. Karl Godin de Beufort and Herbert Linge (Holland), 2402.81 miles, 100.12mph.
6. Ferrari, 2.953 liters. Jean Buerlies and Alain de Shagny (France), 2325.4 miles, 97.51mph.
7. Ferrari, 2.053 liters. Edward Hugus (Pittsburgh) and Ernst Erikson (Chicago), 2318.22 miles, 96.59mph.
8. A. C. Bristol, 1.971 liters James Stoop and Peter Bolton (Great Britain), 2142.36 miles, 89.26mph.
9. A. C. Bristol, 1.971 liters, Hubert Patty (Great Britain) and Georges Berger (France). 2127.93 miles, 88.66 mp.h
10. Porsche, 1.498 liters, Jean-Paul Colas and Jean Kerguen (France). 2120.82 miles, 88.37mph.

RIVERSIDE RACES JUNE 28-29

Richie Ginther, of Santa Monica, Calif., driving John von Neumann's Ferrari Testa Rossa, rules the favorite for the second running of the Riverside sports car road races over the 3.3 mile International Motor Raceway Saturday and Sunday, June 28-29. He drives the car he drove to victory at the recent Laguna Seca races. He won the Riverside opener last Sept.

Lance Reventlow, who won at Santa Barbara June 1 in his new Scarab, hopes to have Scarab No. 2 ready.

In the under-1500cc division, Jack McAfee guns for his third straight win over Ken Miles in the duel of Porsche Spyders.

Other entries include Bob Oker, Bill Love, John von Neumann and Andy Porterfield.

Sixteen races staged by the Cal Club, are included. The track is located at the junction of Highways 60 and 395.

CALENDAR

JUNE

28-29—CSCC road races, Riverside Raceway.
28-29—San Fernando Valley Custom Car Show, 6625 Reseda Blvd., Reseda, 10 a.m.
28—Watkins Glen races, SCCA N.Y. Reg.
29—Monza "500", Italy.

JULY

3-6—1st Annual Rod & Custom Motorama, Long Beach Music Aud.
4—City of Hope-RRR road races, Orange County Fairgrounds, Santa Ana, 12 noon.
4-5—SCCA Nat'l. road races, Lime Rock, Conn.
4-6—SCCA road races, Coffeville, Kan., SCCA Kansas City Reg.
5—12-hours of Reims, France
5-6—SCCA road races, Vaca Valley, SCCA SF Reg.
6—French G.P., Reims
12-13—SCCA Speed Weekend. Drags, time trails, races. Strictly non-spectator. Pomona fairgrounds.

SCCA'S DUANE ALAN WEDS

Duane C. Alan, activities chairman of the L.A. Region of the SCCA and Miss Harriette Emily Bronstein were married June 22 in Los Angeles. Due to business committments, they will delay their honeymoon until September.

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Various Rally Results

(Continued from Page 4)

CORVETTE CLUBS TOURISIMO DE CORVETTE, JUNE 22, 1958
DON ROYER, RALLYMASTER, 63 CORVETTES

POS.	DRIVER	NAVIGATOR	CLUB	ERROR
1.	Dennis Chylinski	Bob Blakely	CSCC	:44
2.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	1:20
3.	Bette James	Charles Kenyon	SDSCC	1:21
4.	Barbie Meredith	Jan Woodard	HEASCC	1:35
5.	Frank Hanna	Marilyn Hanna	PCC	1:56
6.	Bob Hoffman	Dick Anderson	PCC	2:07
7.	Paul Ashaway	Mel Adams	PCC	2:29
8.	Ray Hunt	Drisa Cooke	N. Holly CC	2:36
9.	Liz Kacy	Jack Breskovich	PCC	2:49
10.	L. Schenkel Jr.	Barry Williams	——	2:49
11.	Robert Johnston	Chester Burns	N. Holly CC	2:52
12.	Frances Venya	Melba Miller	PCC	2:55

SAN GABRIEL VALLEY FCCA CAUCIONAR CURVAS DELANTE, JUNE 8, 1958, TEX BELL, RALLYMASTER, 21 CARS

POS.	DRIVER	NAVIGATOR	Memb.	Guest	ERROR
1.	Joe Carter	Charlotte Biles		1	1:47
2.	John Mottola	Velma Mottola	1		1:50
3.	Bill Butler	Duane Thompson		2	2:10
4.	Bob Downs	Lyn Gaskill	2		2:39
5.	Chonita Spicer	Bill Vitalo, Jr.	3		3:02
6.	Liz Parker	R. E. Lee		3	3:09

GLENDALE FCCA JUNE MAD, JUNE 21, 1958,
JOHNNY BARRETT, RALLYMASTER, 78 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	M	G	ER.
Navigational Section							
1.	Bob Carmack	S. Rinker	SMFCCA	MG A		1	:23
2.	Dick Pieper	L. Harris	SMFCCA	A-H		2	:25
3.	Pat Kermode	Dick Kermode	CFCCA	TR-3		3	:32
	Chuck Dieffenbach	I. Dieffenbach		Alfa	1		:51
	Jim Voyles	W. Lim		MG A	2		1:17
	Louis Johnson	B. Montgomery		MG A	3		1:17
Seat of the Pants Division							
1.	John Tonge	——		Plymouth	1		1:58
2.	Teri Briggs	B. Briggs	SFVFCCA	Hillman		1	2:48
3.	Joe Bachman	B. Sprague	SFVFCCA	A-H		2	3:55
4.	Margaret Uhl	P. Dodd	—	MGTF		3	3:58
	Harry Ashwill	E. Ashwill		TR	2		4:56
	Dusty Rhodes	B. Rhodes		VW	3		6:01

LITTLE COOPER HOME FIRST

(Continued from Page 2)

and waited for other people's bad luck.

Sure enough, the sinuous course, the estimated 35 gear changes per lap, and the baking heat began to take its toll; before the 15th lap Brooks' Vanwall was out with gearchange maladies, Brabham had stopped at his pits to see to a bad plug, and Allison was pointing significantly at his header tank as he went by the pits. Musso's stand, in turn, just shook a yellow sweater at him.

The crop of failures had moved Trintignant, who was driving a rapid but unspectacular race, back up into fifth, and charger Hawthorn forced his way past Moss into second. Behra began to find his brakes going out on him. Inasmuch as he has already had one bad crash because of the BRM brakes, one would expect him to be wary of the vehicle; in fact, he carried on as best he could after a futile pit stop until several close misses forced him to abandon. He was soon joined by Scarlatti, who had the whole bottom fall out of his Maserati right in front of Princess Grace.

Hawthorn scarcely had time to enjoy his lead when Moss nipped smartly by him on the run up to the Casino. Much to nobody's surprise, Hawthorn suddenly turned up missing a few laps later (allegedly a fuel pump failure) while Moss made a rapid stop for new plugs, spluttered away again, and then retired. Gasket trouble? A gasket with a bent head. And who did this leave in the catbird's seat? Winegrower Trintignant, who had been beetling around just in front of Musso, who in common with the rest of the Ferraris had about 75bhp more than the Cooper but couldn't seem to get it applied to the pavement.

The first six cars, Trintignant, Musso, Collins (all on the same lap), Von Trips (Ferrari), Bonnier (Maserati) and Graham Hill (Lotus) were the only cars of the remaining 11 that had not pitted for some reason.

BELTING THE STRAW

Von Trips went into the straw near the Casino but carried on, Allison ditto, and then Hill broke an axle-shaft, spun, and was out, after working his way up to sixth with no front brakes and the back ones locking. Shortly afterwards the Swede Bonnier, hunting after the tiring Von Trips' fourth place a little too energetically, slid into the curb at Place Massenet and blew ris chances and two tires. Salvadori finally dropped out after nursing the crippled Cooper around most of the race with unorthodox angles on the rear suspension.

John Cooper cheerily put bottles of Champagne in to soak for the mustachioed Maurice, in spite of the fact that the yellow-shirted Musso was ever so slightly whittling down his lead. The unhappy Schell, black as the end man in Jubal's Minstrels, six laps behind fifth man Brabham and nine behind the leader, stopped to have a drink for himself and his brakeless wonder.

Von Trips, engine dead and helmet off, coasted into the Ferrari pit to retire. It had friz up on him for the second year running on practically the same lap.

Trintignant streaked across the line the winner by some 21 seconds, with the two Ferraris of Musso and Collins on the same lap. Next was the persistent Brabham (Cooper . . . 3 laps), Schell (BRM . . . 9 laps) and Allison (Lotus . . . 11 laps). The win, beside the loot and the pleasure of shaking hand with the trapezed Princess Grace, gave "Trint" his second win on the course and the inestimable joy of blowing off the entire Ferrari team after the charming Enzo had, in characteristic fashion, canned him last year after refusing him a ride in the F2 car at the Nurburgring on the grounds that he wasn't good enough. His race average was 109.4kph.

SECA Coffeyville Races July 4-5-6

COFFEYVILLE, Kans., June 23—A healthy array of 117 trophies awaits successful contestants here July 4-5-6 during the 4th annual Coffeyville sports car races, according to William A. Ong, SCCA's Kansas City Regional Executive.

There's a 9-race program on tap at McGugin Field, 5 miles north of Coffeyville, over a 2.5-mile concrete course. Main straight is 5000 ft. Entry deadline is June 27, but a $5 penalty eases the latecomers in.

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4 Volvo	846	263	583
5 Opel	824	269	555
6 Hillman	655	268	387
7 English Fords	649	329	320
8 Simca	609	398	211
9 M. G.	603	207	396
10 Triumph	582	228	354
11 Borgward	480	206	274
12 Morris	293	139	154
13 Vauxhall	253	106	147
14 B. M. W.	251	85	166
15 Austin Healey	232	98	134
16 Porsche	201	84	117
17 Jaguar	179	61	118
18 D. K. W.	153	48	105
19 Mercedes Benz	153	68	85
20 Goliath	126	71	55
21 Alfa Romeo	75	31	44
22 Sunbeam Talbot	37	15	22
23 Austin	28	21	7
24 Citroen	25	3	22
25 Lloyd	25	20	5
26 Berkeley	18	3	15
27 Rover	16	12	4
28 Panhard Levassor	12	6	6
29 Rolls Royce	9	5	4
30 Lancia	7	2	5
31 A. C.	5	2	3
32 Morgan	5	3	2
33 Isetta	4	2	2
Misc (3 or less each)	16	2	14
Totals	13624	5742	7882

Published through courtesy of MOTOR REGISTRATION NEWS of California, Oakland 6.

Jerry Unser Enters Pike's Peak Climb

COLORADO SPRINGS, Colo., June 25—Jerry Unser, Jr., Lakewood, Calif., pilots the "Hot Rod Magazine Special" at Pike's Peak July 4. The car is a 1957 V8 Ford 2-door sedan, the same car he drove to victory in 1957.

ELIMINATOR BEST

ARROWHEAD SPRINGS, June 15—The famed "hotrod" Eliminator Special, driven by Dick Livingstone, Pasadena, won the first Arrowhead Springs Hotel Hillclimb with fastest time of 85.234 seconds, averaging 63.36-mph over the 1½-mile, 18-turn course. Don Hulette, Chuck Kessinger, Gordon Crowder and Lek Von Kaesborg were among other top clockers.

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